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1. Approximate calculations in 1949 gave a figure of 1,000 cubic meters of petroleum produced daily in Albania. The establishment of high production quotas has resulted, however, in production of poor grade crude petroleum. The wells are drained of the best deposits, making it necessary to exploit sand and bottom deposits of inferior quality. The wells themselves also fill up with sand because of poor maintenance practices.

2. Extraction machinery is generally in a serious state of disrepair. The lack of spare parts necessitates the dismantling of derricks serving temporarily exhausted wells with the result that when the wells once again become potentially productive, they cannot be exploited.

3. The only refinery in Albania in 1949 was at Kucove. It was small, inadequately equipped, and its product was of low quality. Albanian crude oil processed in Rumania is of better quality.

4. Petroleum depots in Albania are located as follows:

a. Shkam i Kavajes (Durres)

This depot was constructed in 1942-1943 by the Italian company, Ferrobeton.

STATE	x	NAVY	x	NSRB		DISTRIBUTION						
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[redacted]

It consisted of 28 tanks and a wooden landing stage for use by tankers. Of the 28 tanks, 27 were usable in 1949, with a capacity of between 2,700 and 3,000 cubic meters each. There was also a pipeline to the former AGIP (former Italian producers) tanks at Durres which had been removed by 1949 for use in constructing a line for the loading of ships at Durres.

b. Porta Romana

Four metal tanks with a capacity of 100 cubic meters each are located here. Since May 1947, they have been used as a depot for refined petroleum products.

c. Spitalle

This depot, located west of the Durres-Porta Romana road, was built prior to World War II by SICIAP, an Italian company. The only tank which was serviceable in 1949 was 4.80 meters high with a diameter of 16 meters. It was divided into 16 vertical cells, 4 x 4 meters each, and had a total capacity of 1,000 cubic meters. In 1949, it was used as a deposit for food oils.

d. Durres

This depot formerly belonged to the Italian company, AGIP. Three tanks were usable in 1949, two of them with capacities of 2,000 cubic meters and the third with a capacity of 1,500 cubic meters. The depot is connected to the pier by a pipeline used for loading tank ships. Oil can be loaded at the rate of 200 cubic meters per hour.

e. Vlone

Three tanks of 5,000 cubic meters each comprise the Vlone depot. They were damaged during the war, but have been restored. A pipeline makes possible direct loading of tankers in the harbor at a rate of about 400 cubic meters per hour.

f. Krionero (Uj te ftohte)

There are five tanks in usable condition at Krionero. Two, constructed by the Ferrobeton Company, have a capacity of 2,000 cubic meters each. The other three have a capacity of 5,000 cubic meters each. The former, constructed of concrete, are six meters high. The three larger tanks, of steel, are 10 meters high.

5. The pumping station at Skrofotine was believed, as of 1949, to be irreparably damaged due to the destruction of a safety device controlling inflammable gases.

25X1 [redacted] As a result of the damage at Skrofotine, it was necessary to operate the pipeline from Kucove to Vlone on the gravity-feed principle, which produced a very slow flow due to a low gravity differential and which even stopped at times during cold weather.

6. Construction of a new pipeline between Patos and Vlone, via Fier, was being planned in 1949. The crude petroleum of Patos is of better quality than that of Kucove, but it contains a heavy proportion of sand earth detritus which could result in blocking the pipeline. This pipeline will also have a small gravity differential resulting in a slow flow.